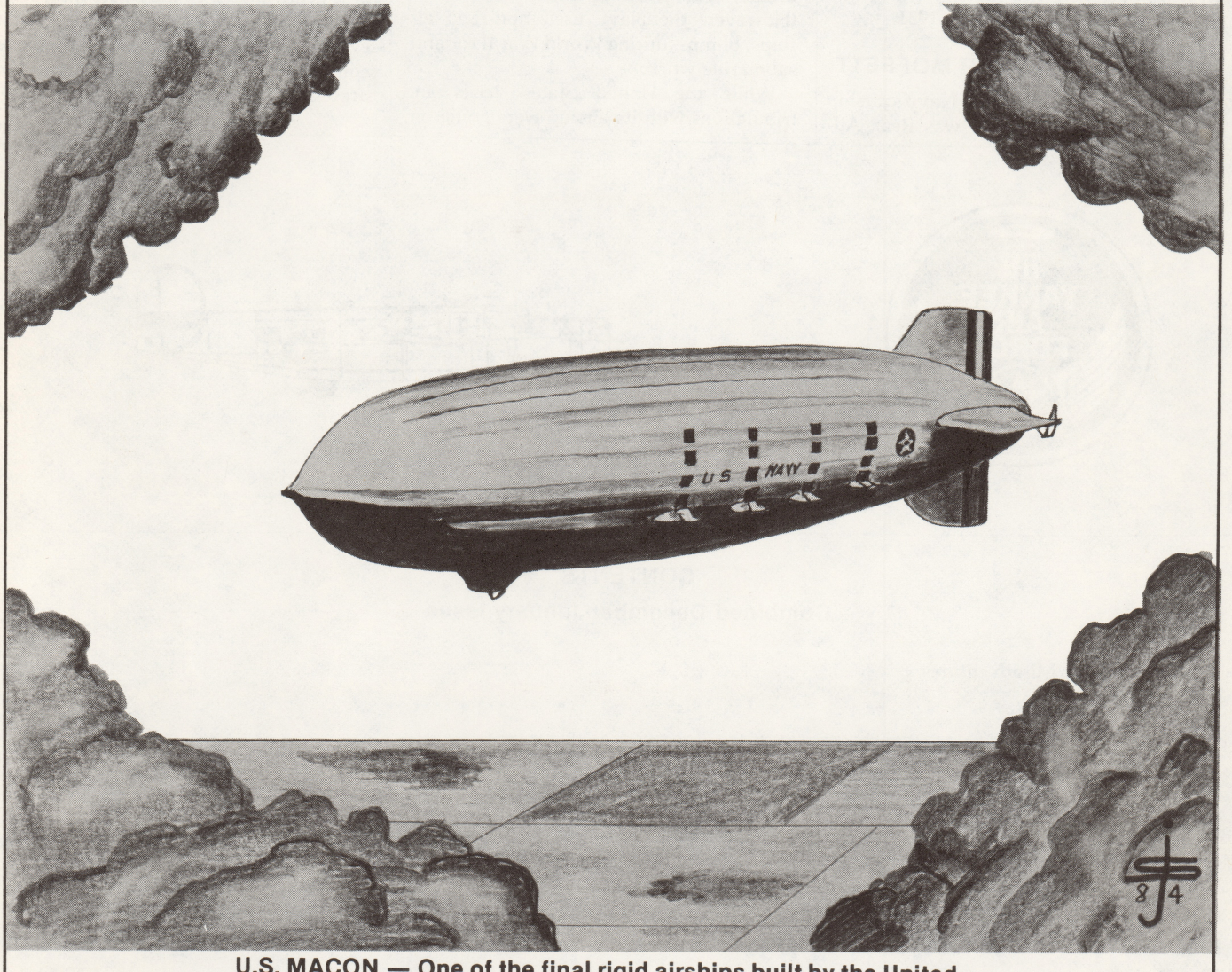
YANKEE WINGS©

YANKEE AIR FORCE



U.S. MACON — One of the final rigid airships built by the United States. It crashed in 1935.

Vol. 4 No. 01

January 1985

AMERICA'S AIRSHIP MISADVENTURES

While Germany used rigid airships (zeppelins) widely during World War I, the United States military branches exhibited little interest until the 1920s. Borrowing from Ferninand Von Zeppelin's design concept of using a permanently-rigid hull with a lightweight metal keel, the United States initiated construction of two airships, the Los Angeles, to be built in Germany, and the Shenandoah to be built in this country. Both giants would be used for naval reconnaisance, to test the theories of airship flight as well as to test light-weight construction materials. Both averaged 60 mph and were equipped with air cells full of non-flammable helium gas. The Shenandoah crashed in a storm in 1925 in the Midwest with 29 deaths. The Los Angeles was decommissioned (scrapped) in 1931.

AIRSHIP SUPPORTER MOFFETT

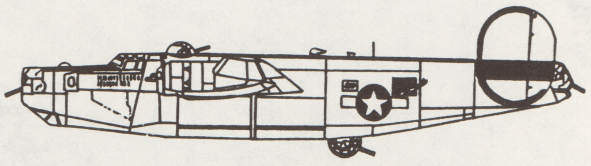
A driving force behind the Navy's airship and carrier aviation effort was Rear Admiral William Moffett. He saw in the airship a revolutionary means of reconnaisance for the Fleet. But the Navy Fleet commanders, who never used it for that purpose, were not impressed with airships. The Akron, another reconnaisance airship, was built but met a fate similar to her sister ships. Rear Admiral Moffett lost his life when the Akron crashed in a storm in 1933 off the New Jersey coast.

Another Navy airship, the Macon, was equipped with Curtiss F9C-2 fighter planes which took off and were retrieved by the giant airship in mid-air. The Macon was designed for reconnaisance, but it crashed in 1935. This was the final rigid airship built by the U.S. They were considered not only unsafe, but were of little tactical use. (However, the Navy used non-rigid airships, blimps, during World War II for anti-submarine work.)

While the United States' trials and tribulations with its airship were going on, Germany was successfully flying its two zeppelins, Graf Zeppelin and Hindenburg on scheduled passenger runs around the globe. Both giant airships carried flammable hydrogen gas; despite this, the two ships had excellent safety records. Germany made several attempts to buy non-flammable helium gas from the United States which had a monopoly, but the U.S. refused to sell. On May 6, 1937, the Hindenburg caught fire at Lakehurst, N.J. with a loss of 36 lives. (The Graf Zeppelin was later scrapped shortly after Germany entered World War II.)

After experiencing the nostalgia that the airship age evokes through newsreels and books, you cannot help but think about these gentle giants of the air floating across the sky. In this age of energy conservation, several companies are now at work on semi-rigid blimps and rigid airships for bulk cargo carrying. *By Jack B. Stankrauff*

YANKEE AIR FORCE



YANKEE WINGS©

Official Publication of The Yankee Air Force©

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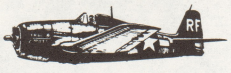

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YAF Member of the Month .. Sam Stephens
Tale Spins ..... Jack B. Stankrauff
Hangar Talk ..... Frank Modlinski
Calendar ..... Stan Reich
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ELECTION RESULTS

The election was held Saturday, October 20, 1984 to elect Officers and Directors of the Yankee Air Force National Board.

Following are the results of the election. The first five (5) Directors are elected for a Two (2) year term, and the Sixth (6th) for a One (1) year term to fill a vacancy.

OFFICERS

President ..... Dennis Norton
Vice-President ..... Jack Spanich
Secretary ..... Audrey Ray
Treasurer ..... Nancy Lockwood

DIRECTORS

Two Year Term ..... Barbara Sutton
Louise Greenwald
Fergus Mann
Phil Lundy
Dan Miller

One Year Term ..... Ralph Gilpin

Ed Hennessey
Election Committee Chairman

A LETTER TO THE EDITOR

I would like to bring before this group some personal observations that I feel should not be left to rest. At the last Board Meeting, (November 1984), a certain individual (who shall remain, herewithin, nameless), stood up and spoke his mind and beliefs. I am a firm believer that everyone is entitled to their own opinion — here is mine.

I would like to ask this individual — Where are you when there's work to be done? Where are you on Saturdays or when the weather is below freezing and others are diligently working? I never see your name on any sign-up sheets. I never see you working on a constructive project for the Yankee Air Force (seems the only time you show your face is when there's gripe to be made). I never see you at functions or meetings, unless there's a complaint from you. It's really too bad that this narrow mindedness exists, but there are always a few bad apples in the bunch.

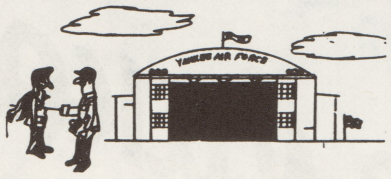
There are times when it is best to adhere to the old adage: "If you cannot say something good about something; than say nothing at all". It's too bad that this person cannot find any good in any given situation. The November Board Meeting was no place for this individual to bring up the subject he did (emotions were still very tender and will be so, for a very long time). If you were a decent person, you would apologize to all the members present at that meeting, for your poor taste and bad timing of that evening's events. I feel that this person should re-examine his ideas and goals pertaining to the Yankee Air Force. Then, and only then, find something constructive to say and do for this group — or find another group.

I've been with this group from the very beginning — I've see this organization grow into a very respectful group of people — PROUD of what they're contributing to history, and to themselves. Let us, not, let one individual bring us all down.

Sincerely,

Toni M. Koski, #0469

Hangar Talk



Hi Dandies! Summer is gone, fall weather is upon us and what an exciting past summer YAF had!

On May 28th, Memorial Day, we dedicated our B-52 Bomber, "Clyde." We also held memorial services for our veterans, who lost their lives, and those who were missing-in-action in southeast Asia. It was an emotional, moving experience for me and other Yankee Air Force members. Over 2,500 people attended.

This past May when Yankee Air Force's, C-47, "Yankee Doodle Dandy" started flying again after 2½ years, our Ambassador Flag Ship really spread its wings! If my memory is right, Dandy participated in 11 different fly-ins or air shows which included: Flint Fly-in, Willow Run Fly-in, Kalamazoo Air Show, Selfridge ANGB, Open House, Detroit City Air Show, Dayton Air Show, Flint Air Show, Columbus Air Show at Rickenbacker AFB, South Bend, Indiana Air Show, Founders Day, Willow Run, and back again to Columbus Air Show. Whew!!

Our Crew Chief, Fred Lockwood and his maintenance C-47 crew deserves a tip of our caps, "salute", for keeping our C-47 maintenance trouble free. Yankee Doodle Dandy made every flight on schedule and on time. I know Fred is part of that commercial I see on T.V. "We make you feel like flying". Note: Fred is a Line Maintenance Supervisor for Republic Airlines at Detroit Metro Airport.

Plans for this winter, are to install more seats so more working members can fly instead of driving. Every YAF member who participated in fly-ins, air shows, and special events deserve a Hip, Hip, Hooray!! 3 times!!!

Yankee Air Force has a new entrance road. The new gate was installed about 7 weeks ago. It will be open during General Membership Meetings, Board Meetings, Special Events, and every Saturday during normal business hours 9-5, May thru Labor Day.

"Clyde" is getting a new resting place. Hank Koski and Company have been working weekends setting up the huge concrete pads for Clyde's landing gear. The project turned into a bigger job than anticipated, grading, trenching for footings, building up pad walls with reinforcing rods and pouring concrete. "Big Clyde" weighs 180,000 pounds. Hank says the pads will be set by the end of November.

And now comes the best part. . .this year!

I would like to wish every Yankee Air Force member and friends a very Merry Christmas and Happy Holidays.

See you next month.

Hank Koski and Company at work Photo by YAF Photo Committee

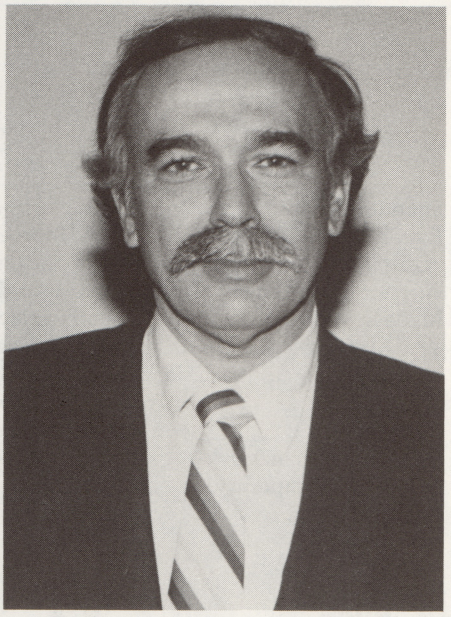
YANKEE AIR FORCE OBITUARY

Jack N. Spanich #0240 and his wife Mary Ann parished in his vintage World War II military plane after performing in an air show near Williamsburg, Virginia. The accident occured in the Mountains of Shenandoah National Park, Virginia.

It is hard to me to believe that Jack is gone. I talked to him last Thursday evening, November 1st in the hangar, we were discussing progress on the hangar and the support concrete pads for the B-52.

"I'll see you next Wednesday, Frank and after Thanksgiving we will get together and plan a great year in 1985!" he said.

Jack was a fine gentleman, proud family man and a true leader. He loved working on his Skyraider. I can't express enough the dedication and hard work he did for the Yankee Air Force, always pitching in. His spirit will live with us in the Yankee Air Force always.



BUFF BRIEFS

This months Technical Order summary was submitted by Mike Willmann and details the B-52D fuel system.

The B-52's fuel system consists of eight separate systems which include the engine fuel feed and cross feed systems, fuel transfers, ground and air refuel, drop tank fuel, fuel scavange, fuel quantity indication, fuel level control, fuel tank and cavity vent system. The system breakdown is as follows:

1. **FUEL FEED** supplies fuel from the wing tanks to the engines.
2. **FUEL TRANSFER** supplies fuel from drop, outer wing and body tanks for replenishing the main wing tanks.
3. **GROUND AND AIR REFUEL** supplies all tanks through single point recepticles. Tanks also have individual filler necks.
4. **FUEL SCAVENGE** removes any residual fuel from the refueling system.
5. **FUEL QUANTITY INDICATOR** measures the weight of fuel in each tank and the drop tanks electronically. There is, also, a totalizing system which indicates the total quantity in the system.
6. **DROP TANK FUEL** control the fueling and defueling of the drop tanks. Two externally mounted metal drop tanks provide additional fuel to the aircraft fuel system.
7. **FUEL LEVEL CONTROL** regulates the quantity of fuel flowing into selected tanks through the transfer or refuel system.
8. **FUEL TANK AND CAVITY VENT** provides venting to each tank and cavity to atmospheric pressures both positive and negative during climbs, desents, and across tank walls.

The total fuel capacity of all the tanks is approximately 41,700 U.S. gallons. Each drop tank holds 3,000 U.S. gallons.

Join us next month when our topic will be the B-52 Bomb Door System — What you've always wanted to know, but were afraid to ask!

A short note of thanks to Team Leader, Rich Koski, who has been donating his efforts to many "Behind the Scene" projects on the 52. He fabricated and installed gust locks for all the control surfaces. Also, he is presently working on "anti-theft" screening for several areas of the aircraft.

The Crew has, already, begun preparations for preserving aircraft systems in accordance with the USAF Museum loan agreement LA1114 and, also T.O. 1B-52A-17 (storage of aircraft). So far, the hydraulic systems are in the process of being "pickled" in order to preserve and prevent further leaks.

This winter, when the weather is wet, snowy and slushy the aircraft will be closed to tours; (winterization of the 52 is quite simple-secure and lock the hatch door!). Since we are spending much time and effort preserving, we do not need the "elements" tracked in, which will eventually deteriorate the materials comprising the interior. So, if anytime someone wishes to tour the 52, please do so while the weather remains warm and relatively dry. Thanks!

We would like to invite any YAF Divisions wishing to form a team, or work individually, please contact the B52 Crew Chief, Hank Koski or the Assistant Crew Chief, Earl Loeffler.

At this time, we would like to extend our sincerest 'thanks' to all those active members of the B52 Crew, and fellow YAF members, who gave their time and help in the fabrication of the Pad for the B52. (The individual names are too numerous to mention here.) We will deeply miss Jack Spanich who was so instrumental in the design and construction of the B52 Pad. Without his ideas and determination, this Project would never have materialized. Our thoughts and prayers are with his family and friends.

January is the time of year for resolutions and new directions. With this in mind, we are going to present the Crew's goals for 'Clyde', for the upcoming year.

The major projects slated for 1985 include: replacing instrumentation received from the AF, repainting the aircraft (camoflage), flying to 'at least' three major Air Shows this summer, a complete cleaning and painting to the interior (including Bomb-Nav Area, Flight Deck and Tail Gunner's Section), and general maintenance work.

Any member who wishes to contribute his/her time in any of the aforementioned projects is welcome to participate. Saturdays are the most opportune time to being yourself and help out. Just look for the Crew Chief, Assistant Crew Chief, or any Team Leader who, usually, can be found working around — where else? — the B52!!! Be sure to congratulate Jeff Waterbury on his new Team Leader position when you see him. He's now in charge of the B52 Weekday Team. New Crew Members include: Arthur Elsey, Frank Johnson, Marsh Ryder, Bryan Hamilton, Ginny Genova, Bob Cramer and Gregg Trominski. Welcome Aboard, guys and gal!!

The third Saturday of every month is the B52 Crew Meeting at 10 a.m. All Crew Members are, **strongly**, urged to attend!

Next time, we will feature the B52 Hydraulic System from our industrious T.O. Summary writer — Hank Grudzien, Jr. He has provided enough material for T.O. Write-ups for the next year! Thanks Hank! In the meantime, we want to wish everyone a Merry Christmas and a Wonderful New Year!!!

Toni Koski, P.R. Director,
B-52 Crew, #0469

FOUNDERS DAY

I'm a new member of the Yankee Air Force, and to say I am a novice in the field of aviation would be putting it rather mildly.

My limited knowledge was expanded a little though when my parents and I attended the YAF Founder's Day festivities last Saturday, Sept. 22, at Willow Run Airport. Dad, a much more experienced and truly more dedicated member of the YAF, briefed me as we strolled from plane to plane exhibit to exhibit.

The Willow Run members have countless items in their museum displays, and although many of the turrets, bombing devices and flight apparatus are foreign to me, I became more interested as Dad explained their ranges of use to me.

Our own distinguished Russell Purchase received a beautiful tribute for his many years in aviation as he was named Michigan's Airman of the year by the YAF. The ceremony was brief but full of meaning and added a special moment to the day.

One of my favorite exhibits was the numerous model airplane displays. The detail and precision of these little planes are surprising. They ranged in size from twelve inches to over four feet. Most of them were radio operated, and some had totally working cockpit instrument panels. The radio pilots put on quite a little air show of their own that had as large a following as the flyovers of the real models.

The joy of the day came, as usual, when I saw the gleam in my Dad's eyes as "his" plane, the B-25, swept the air field. He beamed as the bomb bay's compartment opened and he shared again another treasured memory he has of "his" aircraft when he worked with them in the service.

Of course we all enjoyed the B-52, the C-47, A-4D, P-51, and AT-6, and of course the little Stearman (Im catching on to the names), but the B-25 is still our favorite "Gallant Warrior". It was an exciting adventure!

I'm going to enjoy my membership in the YAF and with a little help from the more experienced members, I'm learning. . .I'm learning.

JOHN "JO" IVENS — YAF'S OVERSEAS MEMBER

Why would a resident of England join the Yankee Air Force? This was the first question that came to mind as I conversed with our only overseas member, Jo Ivens. Jo's home is in Seven Oaks, England, which is roughly five miles south of the famous RAF fighter station at Biggin Hill.

"Partly because I was introduced by my good friends, the Suttons," he replied, "and partly because. . .it was my way to show a little appreciation for the work, and the lives lost by the Americans in World War II."

It also helps to have a job involving frequent travel between England and the Detroit area. Jo works on improving fuel economy at Ford of England, and often travels to Dearborn. Now in his mid-fifties, he was a school boy of 14 when the Battle of Britain raged overhead in the summer and fall of 1940. While both at home and away at boarding school in southwestern England, he obtained many vivid memories of aerial combats by day, and air raids at night.

"I saw a British pilot tag onto the longest line of Messerschmitt 109's that I've ever seen. He shot down the two rearmost Me's — had 'em both 'taking silk' — while we were playing cricket."

Jo estimates he has seen some 60 aircraft brought down, divided about equally between RAF and Luftwaffe machines. One pastime he shared with friends was to bicycle to a wreck and gather souvenirs. He preferred the manufacturers' nameplates, because they were small, although friends took complete guns, only to have the police find out and confiscate them. Once Jo carried home a twisted Browning machine gun from a Hurricane, which likewise was taken by the police.

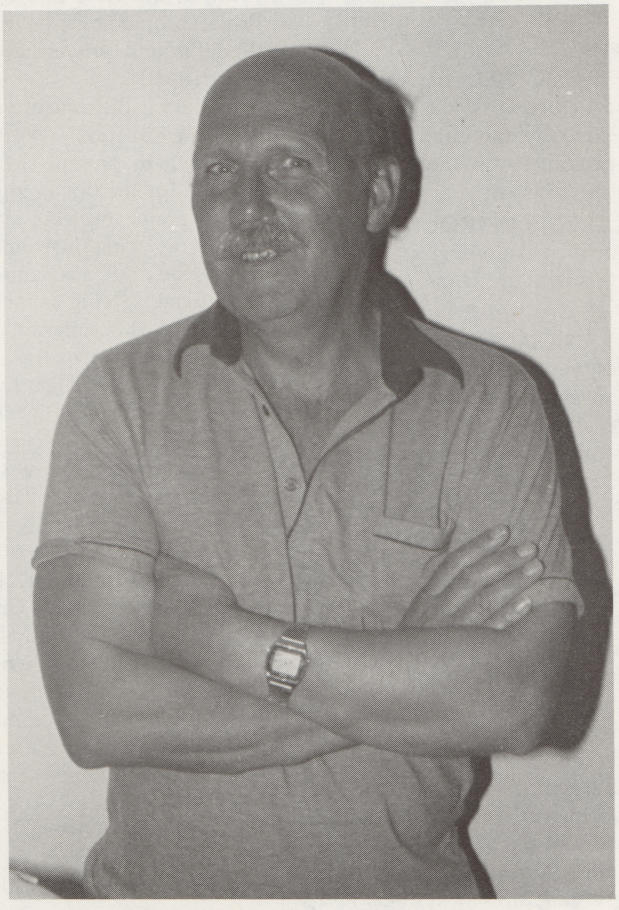
When the Luftwaffe attacks shifted from RAF fighter stations to night raids on London, in September 1940, Jo saw the flames from fires on the London docks, 25 miles to the north. "(In) 1940-41, there were German night bombers in singles droning over us all night long. Very often they'd leave at two in the morning, and just drop a stick of bombs anywhere." Notwithstanding the fact that these stray bombs frightened them, those who lived in the country disdained air raid shelters. For the city dweller, there were numerous public shelters designated in subway stations and in the basements of buildings. In addition, each householder was provided a piece of strong steel with which to construct a family-size shelter, either in one's basement or in his garden. While insufficient protection against a direct hit, they did protect their occupants from a hit next door. But their country cousins took their chances.

As the fortunes of war turned increasingly against Germany, Jo noticed the results around him. In 1943 the attacks were carried out by fighter-bombers. Focke-Wulf 190's came in low, dropped one bomb, and scooted off again. There were further night raids, although by now the British night fighter force had gained some respect. Of course the civilian population was not told about the airborn-intercept radar which was carried by night fighters, and was essential for most kills. They were told that successful night fighter pilots like "Cat's Eyes" Cunningham were fed raw carrots to improve their night vision.

During the war the three British armed forces formed cadet corps for youth between 16 and 18 years of age. Jo joined the RAF branch, the Air Training Corps. These cadets wore blue uniforms, attended a two-week "camp" at an RAF base in the summer, and received training in such subjects as small arms and aircraft recognition. From this experience, he knew something about the V-1 "buzz bomb" when it appeared in June, 1944.

"These were the machines that made a noise like a large, single-cylinder motorcycle," he recalls. "What you remember most of all — any English person will say the same — is the moment when the engine cut, because then (it) went into a dive, supposedly. But sometimes they did. . .crazy things, so you didn't know where they were coming down. One time I was standing with a friend, talking to the crew of a (barrage) balloon. . .A V-1 came by, and struck the cable. It snagged the wing, and the V-1 came down the cable, spinning around. The bits I remember is that two of us, just school boys, adopted the proper posture, which is on the elbows, but prone, with the body lifted from the ground against blast. Luckily for us, and the balloon crew, the wing came off, and the V-1 went down 400 yards away."

He also described how he and friends spent hours on the hills above his home, and where he now flies model gliders, watching the V-1's come over, often with a Tempest or a Spitfire in pursuit. "The Tempest was the real anti-V-1 aircraft," he continued, "because it was so fast. And we saw quite a lot show down — just a short burst, 'da-da-dat!' and 'boom!', or the V-1 would tip over on its wing." The Mosquito was taken off V-1 interceptions, because it burned too easily when forced to fly through an exploding V-1. Jo continues, "Nothing could disintegrate a Tempest. I remember noticing. . .(that) Spitfires had



John "Jo" Ivens

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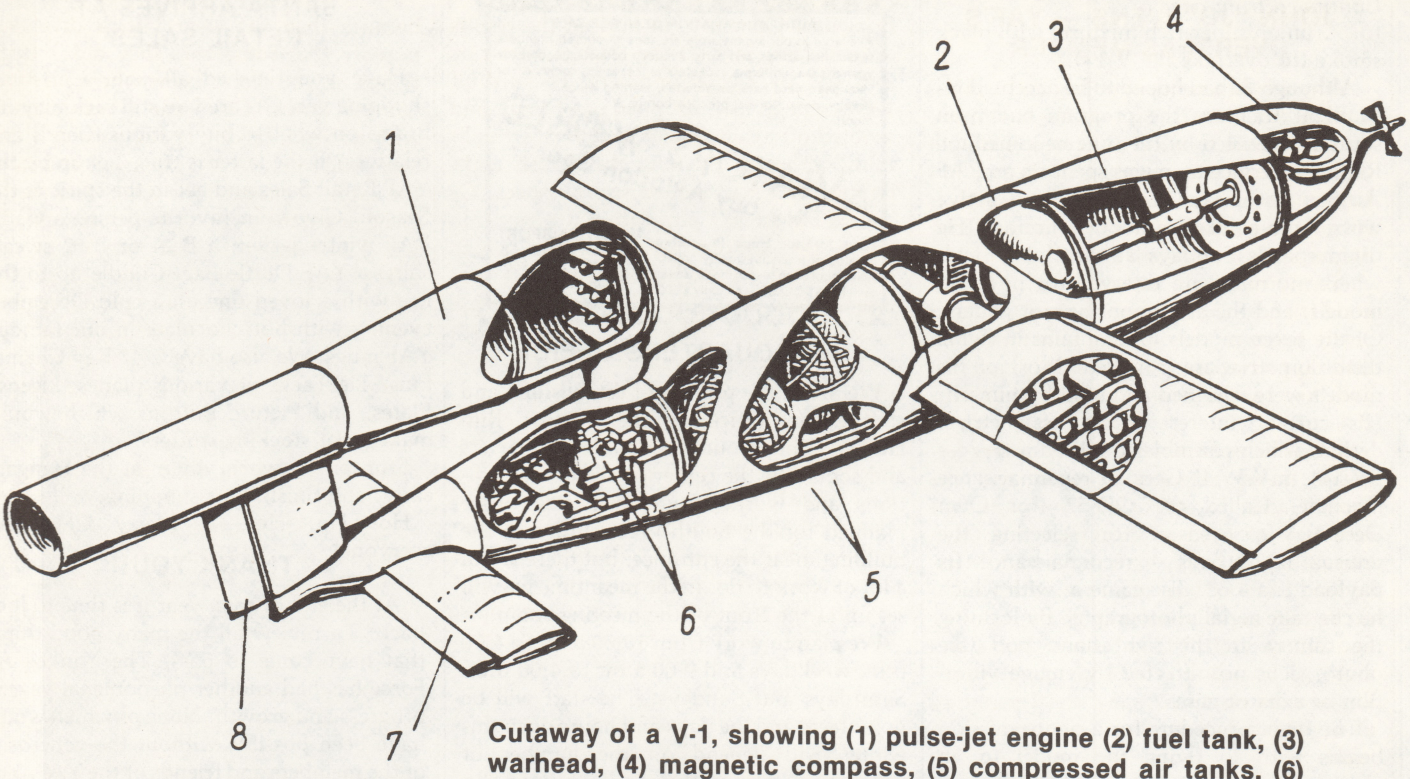
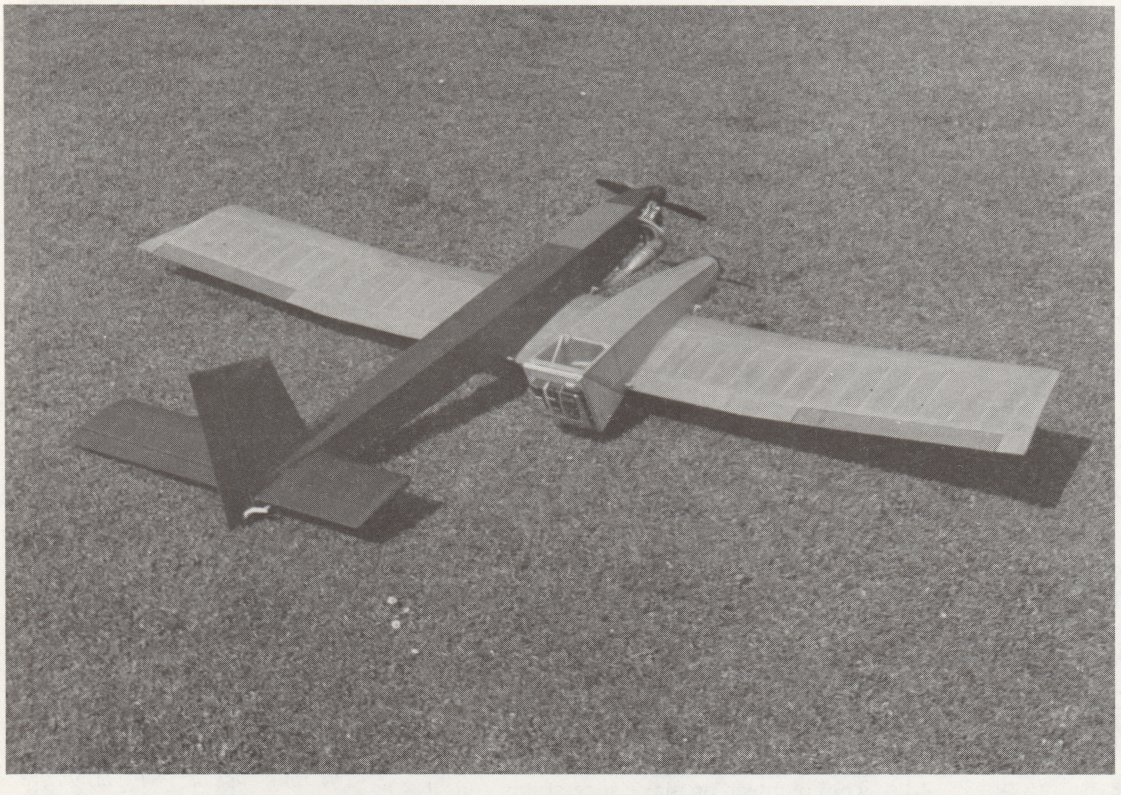


Cutaway of a V-1, showing (1) pulse-jet engine (2) fuel tank, (3) warhead, (4) magnetic compass, (5) compressed air tanks, (6) batteries (7) altitude vanes, (8) direction vanes. (Line art from Joseph Garlinski, *Hitler's Last Weapons.*



Jo Ivens' OD-57 has a 74″ span, 48″ length, and is powered by an OS-40 FSO engine.

Continued from page 6

to. . .run on super-rich mixture, with black smoke (to overtake the V-1's)."

Although Jo had hoped to be accepted into flight training, the program had been severely curtailed by the time he joined the RAF. His service time was spent on an RAF Air-Sea rescue launch. Today he is active with radio-controlled model aircraft. He often spends Sundays at the flying field, where mornings are reserved for powered models, and the afternoons are for gliders. Of the seven models Jo maintains in flying condition, five are powered. Most of his models were designed and built by himself. His current interest is an assymetrical design, which resembles the Blohm & Voss BV-141, a WW II German reconnaissance machine. Called the OD-57 (for Own Design), Jo's reason for selecting the unusual layout was — reconnaissance. Its payload is a 4 oz. disc camera, with which he can take aerial photographs. By locating the camera in the right hand pod (see photo), it is not affected by engine vibration or exhaust gases.

The flight procedure for a photo mission begins with Jo flying the model to an altitude of about 1,000 feet. A colleague with binnoculars confirms the model's orientation and that the wings are level. Jo operates the camera, and calls each exposure, while the assistant records and totals them. Each flight lasts about 15 minutes.

Another of Jo's designs features slotted flaps, which is also unusual. Most of his engines are Japanese, although the popularity of British and German makes is increasing. While his RC gear is entirely British, most of his colleagues are using Futaba gear from Japan. They've been using FM equipment for the past two years, because it prevents problems caused by CB operators, and it allows the simultaneous operation of more models.

How would one find Biggin Hill today? "It's extremely busy," said Jo, ". . .light aircraft, flying schools, business commuters... up to 19-seat turboprop. . .a number of home-builts. . .(but) no jets." Each year on September 15, there is a Battle of Britain observance, which is very well-attended, and offers not one, but several aerobatic teams.

Welcome aboard, Jo Ivens!

— Jim Hanford

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HEADQUARTERS OFFICE

We are in the process of establishing and staffing an office at the Willow Run Hangar. This is our National Headquarters and should be the center of all communications and work. There is a fine office planned for the South-West corner of the building, near the entrance, but there is still a lot of work to do. In the meantime we will set up at the front of the meeting room.

We plan to work from 10:00 a.m. to 4:00 p.m. weekdays and 9:00 a.m. to 4:00 p.m. Saturdays and Sundays. The staff will be volunteers and the days and hours open this winter will depend on the number of volunteers, the weather and the need. By mid-March we hope to have enough staff to be open 7 days a week. No one will ever work alone, we will have 2 or 3 in at all times.

Duties of the staff will be to take phone calls and route the messages. Give out YAF Museum information and schedule tours, and hopefully learn to do the tours. We will be establishing membership information files so that we can communicate with our members and get them more involved. We will also establish a mail center, to sort out the incoming mail and hold for pick-up, and assist with the outgoing mail. We will do typing for officers, directors and committee chairpersons who are unable to do it themselves. We will also assist retail by receiving merchandise deliveries and selling to visitors, if retail staff is not available. So you see there is much to be done and you really are needed.

This office will become the heart of this organization and will put us more firmly on museum status.

If you can give any amount of time and can get to the Hangar at Willow Run we need you. Also if you have suggestions of areas of work and communications you would like to see covered, by the office, please let us know. We don't want to miss anything.

To Volunteer or make suggestions contact Barbara Sutton by writing:

Yankee Air Force Inc.
P.O. Box 1100
Ypsilanti, MI 48197
Attention: Barbara Sutton

or call the Hangar (313) 483-4030 or her home (313) 533-7237.

SANTA ARRIVES AT RETAIL SALES

Have you finished all your Christmas shopping yet? Or, are you still racking your brains on what to buy various friends and relatives? If the latter is true. . .stop by the YAF Retail Sales and get in the spirit of the Season! Give your favorite person a warm YAF winter jacket; a B-24 or B-52 sweatshirt; a YAF Duffle Bag. Cuddle up to the fire with a loved one on a cold December evening with hot chocolate in our famous YAF mugs. We also have C-47 Key Chains, Pins, Tie Tacks of various planes, License Plates, and Picture Buttons which would make great stocking stuffers.

Stop on by when you're at the Hangar, early, and finish your shopping.

Ho, Ho, Ho,. . .Merry Christmas everyone!

THANK YOU!!

At the end of each year it is time to look back. To review all the many good things that have come to pass. The Yankee Air Force has had another phenomenal year of progress and growth. None of which would have been possible without the generosity of the members and friends of the YAF. You have donated just about everything that can be imagined. We could not begin to list the names and gifts one by one, the list would be endless. So to you, one and all, we would like to say "THANK YOU" you have given us Christmas all year long.

Merry Christmas and Happy New Year
To You All.

ATTENTION
B52 NEEDS TOUR GUIDES FOR SPECIAL EVENTS

Anyone interested in becoming a tour guide for the B52, (no experience necessary — just a smile and some memorization of B52 Specifications), please contact Toni Koski (697-1006). I needs people who are willing to give an hour or two of their time for Memorial Day and Founder's Day 1985. If you are interested please contact me. We have positions open (Flight Deck, Bomb-Nav Level, Hatch Entrance, and Designated Station Areas). I will be scheduling a meeting, in the near future, for B52 Tour Personnel. Join us - we have a lot of fun!!!

BECK'S
PARTY STORE

45455 Ecorse Road
(corner Belleville Road,
1¼ mile east of YAF Hangar)

Phone 697-0210

- American and imported beer, wine, champagne
- Daily lottery
- Party needs
- Hot, homemade sandwiches and pizza

PRESIDENT, YAF EXPLORER SCOUT POST #224: JOHN HAASE

Youth and aviation have always seemed inexorably drawn to each other, although youth has no chronological monopoly of the air. Perhaps it is the irresistable spirit of adventure that attracts youth to aviation and to the incredible machines and human beings that have inhabited the air ever since man first attempted flight.

Undoubedly, it is just such a spirit that moves very young men such as John Haase and his fellow Explorer Scouts to join together under the banner of the Yankee Air Force Explorer Scout Post #224.

Post #224, chartered by the Boy Scouts of America and sponsored by the Yankee Air Force, presently has a membership of 30 Explorer (senior) Scouts. Post meetings are held semi-monthly at the hangar at headquarters. Post #224 was first organized in March, 1983. The present YAF Adult Advisor to the Explorers is Billy Fields, and the Scouting Coordinator is Todd Hackbarth (#429). Members of the YAF Explorer Committee are: Larry Haase (#70); Al Bittner (#54); John Morris (#1385); and Billy Kruse (#1047).

John Haase, president of Explorer Post #224, is the 15-year-old son of Larry Haase (#70) and Maxie Haase (#1200). John has more than one ambition. After completing his college preparatory studies at Belleville High School, John's goal is to win an appointment to the Air Force Academy. Then, with military flying experience under his belt he hopes ultimately to become an airline transport pilot.

In between his school and YAF activities, you'll probably find John Haase doing what he enjoys most — skiing! Winter or summer, it's all the same. John is as much at home on water skis as snow skis. And living on Belleville Lake gives him plenty of opportunity. He also enjoys playing in a summer baseball league.

Model building? You guessed right. John has built many of them in his time, model airplanes and trains. He built, and donated to the Yankee Air Force Museum, a B-17 clear-section model. Two more of John's models, an A-4 Skyhawk and a P-51B Mustang, are displayed in the YAF Library.

John Haase and the Explorer Scouts of Post #224 are proving themselves energetic supporters of YAF activities. At the Jamboree last June, they conducted visitor tours of the B-52D and C-47. For this year's Oshkosh Air Show, four of the Explorers helped Al Bittner (#54) tow the retail trailer round trip and helped to man the trailer at the show. On several occasions the Explorers have worked the hangar cleanup detail, sweeping floors and handling other hangar chores.

Of course, working on aircraft under restoration holds a special fascination for many of the Explorers. They helped the F-101 crew reinstall the ship's horizontal stabilizer. And when the time came to repaint the DeHavilland Chipmunk they were on the job again. John Haase assisted Dick Kolbas (#167) and Jim Hanford (#370) in the YAF videotape production honoring Herb Fisher as the YAF's 1983 Airman of the Year.

Yankee Air Force Explorer Post #224 is already looking ahead to next year's events, such as the 1985 YAF Air Show, and their role in carrying out those events.

Well done, Explorers!

By Sam Stephens

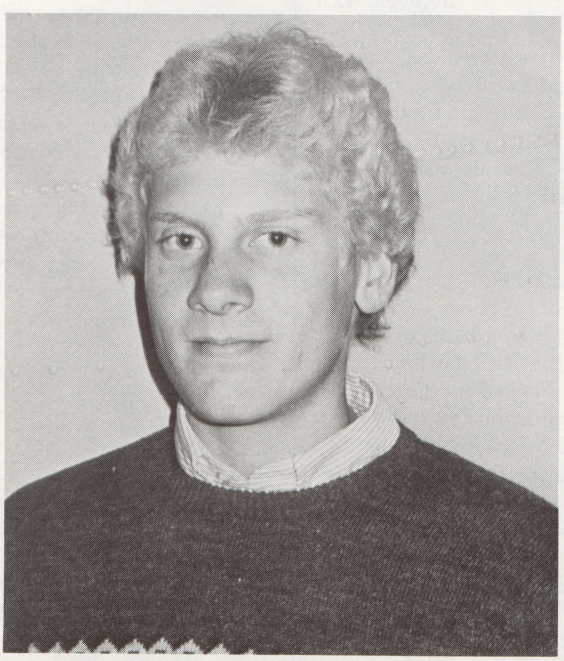


Photo by Norm. Jones

"THE FLYING FORTRESS" FLIERS

WE ARE LOOKING FOR A NEW BIRD IN OUR HANGAR:

The Yankee Air Force has been able to, in the short time of its existence, complete one of which I hope will be many, fully operational aircraft from a significant period of our history. Our C-47 has been widely recognized and caused much interest at the many Air Shows of "84" it attended. Public enthusiasm is high — interest and love for these old Warbirds is deep and lasting. Hearing them crank up, spit, sputter, even sometimes backfire as they come to life with a smooth roar is truly an experience. To see them taxi out and fly is really something. Here we are living right now as if it was some forty years ago.

For many of the members of the Air Show Support Teams, of which we need many more for the coming "85" Air Show Season, can without even looking can say "that's Lamonts B-25 or that's our Gooney Bird, just from their sound. These Warbirds have their own temperaments, and peculiarities. They also need their own pocketbooks and their own mechanics, pilots, and support crews!! The writers experience, during the past seven years, of Warbird participation in Air Shows around the country has afforded him the knowledge needed to establish an Air Show Program.

A C-47 on the Air Show Circuit can produce enough revenue through tours and retail sales to operate it successfully without additional funds. Which means it would have to appear at every show during the season from May 1 through October 30. This entails the participation of the members who share this objective.

In order to complement the C-47 to provide a means of assuring a fruitful Air Show Year. It is now possible to secure a Flying Fortress B-17, which from my experience is a "Show Stopper". It generates more funds from tours and retail sales than any other Warbird.

The "FLYING FORTRESS FLIERS" is now being developed. Being there are only two operational B-17's available the price is substantial. However, approximately $120,000.00 has been pledged leaving pledges needed to cover approximately $200,000.00. Please contact Ed Johns for information concerning this endeavor. Area code 313-626-9143.

OFFICE OF THE DIRECTOR OF FLIGHT OPERATIONS

The Director of Flight Operations requests the following information from the membership in order to plot our course for present and future flying activities.

In order to assure a most efficient and productive organization who will actively participate in the restoration, maintenance, and operation of Warbird aircraft it is necessary to recognize that down the line recruiting and selling sponsorships is a reality which needs to be implemented soon. If a museum is not wealthy in its own right, then a method of supporting its goals is needed.

I will relate, with some food for thought hoping that the membership will respond with their thoughts and suggestions. For example, methods successfully used by other flying air museums are:

AIRCRAFT SUPPORT TEAMS:

Cost of maintaining heavy bombers such as: B-24, B-17, B-25, and even a C-47 are too great for full sponsorships by a few individuals. The "Team" is composed of workers and sponsors — people willing to work or pay (or in most cases both) for the privilege of being a crew member of such an aircraft or just for the satisfaction of helping keep it in the air.

Team members serve as crew members and operate the aircraft, and conduct fund raising activities for its maintenance, thus the Air Show activities. Crew or passenger seats on flying missions are reserved for sponsors or support team members of that or other aircraft in the YAF fleet.

The same philosophy applies to aircraft owned individually or collectively by members who make their aircraft available to the museum as the "Flying Fortress Fliers" will be. Some food for thought — your comments are invited:

AIRCRAFT SPONSOR PROGRAM:

This type of program has made other flying air museums collection of aircraft a reality. Anyone can be a SPONSOR and actively participate in the operation of their favorite aircraft. You do not need to be a pilot or a mechanic to be a member of the team. As a SPONSOR you can get in on the action — as a pilot, co-pilot, flight engineer, crew chief, scanner, mechanic or support crew also as navigator-bombardier. Your assignments will correspond with your talents and experience. Training sessions will be implemented to develop crew qualifications.

Each aircraft should have one or more flight crews, maintenance crews, and support teams.

Even without flight or maintenance experience one can play an important part in the YAF operation as a member of an AIRCRAFT SUPPORT TEAM.

It will be only through this program that we will be able to enjoy at a moderate cost, one of the most unique flying experiences in the world today. Sponsorships can range from $300.00 to $10,000.00 or more and are 100% deductible for Federal Tax purposes.

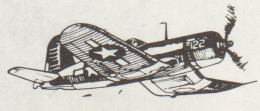
THE BASIC PRINCIPLES OF SPONSORSHIPS:

The basic concept will make it possible to maintain existing, purchase and restore Warbird Type aircraft and provide for their continued maintenance and operation.

1. A group of men and women join together to SPONSOR an aircraft by sharing in the cost of purchase, restoration, maintenance, and operation.
2. This method known as the SPONSOR PROGRAM, will make it possible for people who cannot otherwise afford to personally own and operate an expensive Warbird and enjoy this unique activity by sharing its costs with others.
3. For $300.00 to $10,000.00 YAF SPONSORS can participate in the operation of aircraft valued up to $500,000.00.

The following are some of the more frequently asked questions about Sponsorships and aircraft donations:

1. **If I sponsor, can I fly?** — Yes, providing the requirements set forth by the YAF are met, and have the necessary qualifications of experience, knowledge and skill.
2. **Suppose I can't qualify as a pilot or co-pilot, can I still be involved with the aircraft?** — Yes, sponsors are given priority for crew assignments and can become involved as much as their individual time and experience permit.
3. **Can I make time payments on a SPONSORSHIP?** — Yes, there are a few ground rules that should be understood.
   Ten percent would be sufficient amount of money down — then indicate a schedule by which the balance of the obligation will be fulfilled — SPONSOR rights and privileges and a Sponsor Plaque will be awarded upon completion of the payment schedule.
4. **Can I trade Labor for a Sponsorship?** — No, the intent of the Sponsor Program is to raise necessary funds for the continued restoration and maintenance of the aircraft. This takes dollars, and it is hoped the SPONSORS with the necessary skills will help with the operation, restoration, and maintenance of the aircraft by giving freely of their time and experience in this common cause.
5. **Can I trade goods for a Sponsorship?** — Maybe, It depends on whether the items are deemed to be of critical importance to the aircraft or the YAF, and whether the value is at least equal to that of the Sponsorship or portion thereof.
6. **Is there anyone who can advise regarding the effect of this donation on ones income tax?** — Yes, ones accountant — Sponsorships are 100% deductible for Federal Tax purposes.
7. **Can a Corporation Sponsor an Aircraft?** — Yes, some of America's largest companies sponsor other flying museum aircraft.
8. **What is the difference between and "OPEN and CLOSED" Sponsorship?** — A CLOSED sponsorship is one in which the individual Sponsors of the aircraft have elected to accept the responsibility of paying all bills associated with the acquisition, restoration, operation, and maintenance of a given aircraft. In some cases, it is impractical for Sponsors to bear this responsibility, particularly on the larger aircraft. In those cases, the Sponsorship is OPEN and new Sponsors are continually sought to defray the costs.
9. **Can I Sponsor an aircraft that has a closed Sponsorship?** — Only if the existing Sponsors feel the need for an additional Sponsor, then they may elect to accept the Sponsorship.
10. **Is my Sponsorship a "One Time Only" contribution?** — If you have been accepted into a closed sponsorship, you have agreed to share in the continued maintenance, restoration, and operation of the aircraft, as such, you would be billed periodically for your proportionate share of these costs. Otherwise it is a one time affair and the efforts of the support team is at hand.
11. **May I Sponsor more than one aircraft?** — Certainly — what ever you desire. Providing the YAF has an aircraft with needs.



AIRCRAFT DONATIONS:

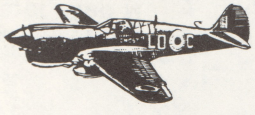
1. **If I donate my aircraft, can I still fly it?** — Under IRS rules, there can be no special benefits inuring to the donor. If the donor of the aircraft qualifies under YAF regulations, and is assigned to fly the aircraft, along with others of the same type in the YAF fleet, and if he is only one of a number of pilots assigned to fly that type of aircraft, he may be assigned to fly the aircraft on an assigned mission. The donor must receive no special treatment or consideration that could be construed as a benefit or privilege not received by other pilots in the YAF assigned to the aircraft.

AIRCRAFT INSURANCE PROGRAM:

Being a member of another flying air museum I shall cover their program briefly. The aircraft itself carries liability and property damage only, and uses for crews and support teams a Release and Hold Harmless Agreement which in essence states that if one desires to participate in YAF air show activities and/or fly or take a flight as pilot, co-pilot, passenger or crew member in YAF aircraft one does on ones own initiative, risk, and responsibility and for themselves, heirs, executors and administrators, remise, release and forever discharge and hold harmless the YAF its administrators, officers, agents etc., from any and all claims, demands, actions or causes of action including fault or negligence on the part of the YAF and that one is fully cognizant that no passenger liability insurance exists on behalf of the YAF for this flight. Signed and witnessed. I am not aware of any case in point which involves this type of agreement, as those that use it have not been in litigation with it.

Our other alternatives are:

1. The price per seat is per quote approxmately $370.00 per year. If one wants to pledge this amount for a seat, or even two can pool their resources and share in one seat and alternate its use. The seat is ones own for each and every flight, but can be relinquished if one cannot make the flight, and the user is still covered.
2. The other alternative is to poll the membership and determine how many members would pledge to cover X number of seats. The C-47 is capable of carrying 26 passengers plus crew — for example we would determine that 12 seats will be covered which is $4500.00 or $4.50 each for 1000 members.



Call or write to Ed Johns and give your views and input.

Ed F. Johns
1758 St. Johns Ct.
Bloomfield Hills, Michigan 48013
313-626-9143

A BIG THANKS TO THE HOSPITALITY COMMITTEE

For some reason, the last two articles I had written did not get in the publications. I have been promised that this article would be in this month's edition.

Well, we started the '84 season off with a big bang! A group of us were precooking the sausage and telling each other that we were overloaded with the volume of sausage we had. Boy, were we wrong! Thanks to Barb Sutton, Tom Hackbarth and several others who had to go twice to Pak & Save, we managed to have enough food to serve over 1,000 people on Memorial Day.

Then came the Jamboree and the Millionaire's Party. Although we didn't have much of a turn out at either event, the workers were there and worked long hours but enjoyed themselves.

Founder's Day was long and tiring. Breakfast went smoothly (we've become professionals at this) then came lunch time. The beer and soft drink dispensers decided not to work but with steely determination on our part, they started to dispense their liquids. We had food left over from the breakfast; we had to scrounge for food for lunch. O well, that's the way it goes!

It was decided to have just pizza and beer for the dance. Some people liked the pizza, others wanted the dinner. The Ambassadors were in fine fiddle as always. The piano player lost his way to the hangar but eventually found his way. We noticed that quite a number of people were groupies of the band. This made up the large number of people attending the dance.

I wish to thank each and everyone who worked on the Hospitality Committee this year. I cannot list each name as space would not permit it. Without your help and dedication the events of last summer would not be memorable. I sincerely wish that all of you will be as helpful to next year's committeehead as you were with me.

Hope to see you or anyone else who wishes to help on the Hospitality Committee next year.

Barbara Parks
Hospitality Chairwoman

Barbara Parks and the Hospitality Crew, Founders Day '84, looking clean and crisp in aprons and hats donated by Domestic Linen Service. Photo by Ken Sizeland

THE "REEL" HEROES

(Hollywood personnel who served in the WWI air forces)

Jim Hanford

When the nation's industries converted to a wartime footing after Pearl Harbor, the movie industry was right among them. While continuing to produce movies for both the home front and the armed forces, a significant effort was directed toward propaganda and training films. Still another facet was the large number of performers and technicians who joined the services. By 1943, 29% of the Hollywood community had signed up, many of them prompted by a 1942 decision to deny them a draft exemption by reason of a vital war occupation.

With the approach of the motion picture industry's 1984 "winter season", it is appropriate to recall many of Hollywood's finest who served in the aviation arms of their nation's armed forces, some forty years ago. Chances are that you'll be impressed by the size and composition of this group; you may even win a bet, or excel in a holiday game of *Trivial Pursuit.*

Whether it was because pilots were the glamor boys, or for any number of other reasons an impressive number of moviemakers flew for the Army and Naval Air Forces. As a fighter pilot in the Fifth Air Force, SW Pacific, **Dan Rowan** was injured in a crash landing. **Wayne Morris** flew 57 missions in the Pacific as a Naval fighter pilot. With credit for the destruction of seven Japanese aircraft and two destroyers, Morris was movieland's highest scoring ace. **Bruce Smith,** an All-American quarterback who played himself in the movie, *Bruce Smith, All-American,* was also a Navy fighter pilot.

Jimmy Stewart enlisted in the USAAC eight months before Pearl Harbor, and then had to fight for the opportunity to enter combat. Publicity-conscious senior officers preferred to keep him stateside for bond rallies and publicity purposes. In November 1943, after some 1½ years in instructor billets, he deployed to England as the Commanding Officer of the 703rd Bomb Squadron, 445th Bomb Gp. He flew 20 combat missions, 14 as wing leader, and one as division leader. After the war he attained the rank of BGEN in the USAF Reserve, the highest rank of any entertainer who served during the war. Another notable bomber pilot was **Jack Webb,** who trained in the B-26, but never left the United States.

TV comedian **Tom Poston** was a pilot in the USAAF Air Transport Command (ATC), as was "The Singing Cowboy", **Gene Autry.** Autry had enlisted in the AAF, and had learned to fly on his own time, before he flew C-47s in the China-Burma-India Theater. **Tyrone Power** flew transports for the USMC, and was one of the first pilots to land on Iwo Jima, when flying vital supplys to the fighting troops. **Jackie Coogan,** the well-known 1930's child actor and first husband of Betty Grable, piloted the first glider into the landing zone at Myitkyina, Burma, in March 1944. The LZ was code-named, appropriately, "Broadway".

Several actors became instructors of pilots. **Robert Cummings,** who was also the godson of Orville Wright, was an AAF flight instructor, as was **George Gobel,** who taught B-26 pilots in Oklahoma. He quipped, "Not one Japanese plane got past Tulsa!" **Ray Milland** was rejected by the AAF because of impaired use of his left hand, but still served as a civilian flight instructor. He also entertained troops on Guadalcanal and Tulagi with the U.S.O. British actor, **Sir Laurence Olivier,** the husband of actress Vivien Leigh, enlisted as a pilot in the Fleet Air Arm, and served as an instructor. Another British actor, **Michael Rennie,** qualified as a pilot in the RAF, but subsequently instructed American pilots in Georgia. It is easy to overlook **Robert Taylor,** because he joined the Navy under his real name, Spangler Arlington Brugh. Too old for combat flying, he became a flight instructor at N.A.S. Livermore, California. Many aviation film buffs recall that he narrrated the 1944 movie, *The Fighting Lady,* however one YAF member who took his primary training at Livermore, recalled that Taylor was very well-liked; ". . .a damn good instructor, and a damn good guy." **Lawrence Tierney,** a minor actor and brother of actress Gene Tierney, was also an instructor at Livermore.

There were some other actors who flew in the RAF, but in what capacity is still unknown to this author. These include **Ben Lyon,** who did fly in combat, **Christopher Lee** of *Dr. Fu Manchu* fame, and **Donald Pleasance.** Pleasance declared himself a conscientious objector, but later enlisted. He was shot down over France, and spent a year as a POW. Lee also flew in the RAF, and was decorated by the Czech, Yugoslav, Polish and British governments.

Among those actors serving as aircrew, undoubtedly the best-known was **Clark Gable.** After the death of his wife, Carol Lombard, in the crash of a TWA DC-3 in January, 1942, Gable retired from acting. He enlisted in the AAF, and was soon commissioned and given as assignment to produce training films. To obtain combat footage on aerial gunners, he flew five missions over Europe in B-17s. Reichsmarshal Goering is reported to have offered a bounty of $5,000, an automatic promotion, and

Clark Cable poses with B-17, *Delta Rebel No. 2,* while shooting footage for an aerial gunner training film. A few days later, this aircraft failed to return from the first Schweinfurt mission, August 17, 1943. (USAF).

a leave of absence to the Luftwaffe pilot who shot him down. When Major Gable was discharged, his papers were signed by Captain **Ronald Reagan.**

Other AAF aircrew included **Charlton Heston,** a radio operator in B-25s of the Eleventh Air Force in the Aleutians; and western star **Tim Holt,** who made 22 combat missions as a B-29 bombardier. **Walter Matthau** earned six battle stars as a radio operator/gunner in Europe. **Sabu Dastagir,** an actor known as "Sabu, the Elephant Boy", joind the AAF the day he became a U.S. citizen. He flew 42 missions as the tail gunner in a B-29. **Cameron Mitchell** was an AAF bombardier. Both **Richard Boone** and **Paul Newman** flew as gunners in torpedo planes in the Pacific. And **Richard Burton** trained as a navigator in the RAF, but the war ended before he could join a combat unit.

Movie-makers also served in the air force ground echelons. Captain **Robert Preston,** for example, was an intelligence officer with the Ninth Air Force in England, while **Bruce Cabot** filled similar billets in the Mediterranean Theater. Cabot played the male lead in the 1933 movie, *King Kong,* for which a co-writer and co-director was **Merian C. Cooper.** Cooper was a fighter pilot in the First World War; in WWII he was Chief-of-Staff to GEN. Claire Chennault (Flying Tigers), subsequently returing as a BGEN. Serving as aviation mechanics were **Arthur Hill** in the RCAF, and **Rock Hudson** in the U.S. Navy. Hudson's career in Naval Aviation ended abruptly as a result of his being found responsible for a ground accident between two aircraft in the Philippines.

At least four actors saw WWII service as paratroops, including British actors **Trevor Howard** and **Richard Todd.** Howard was with the 6th Airborne in Norway and Sicily. He was medically discharged in 1943 as a Captain, having received the military Cross for valor. Todd was one of the first British airborne officers to land on D-Day, and then fought across France and Germany. **Jack Warden,** a paratrooper in the U.S. 101st Airborne, missed D-Day, because he broke his leg in the last practice jump prior to it. Halfway around the world, **Rod Serling** served in the 11th Airborne, and was wounded in the liberation of Manila.

Some noted producers and directors also rendered their service to the air arms. Director **John Ford** became the head of a Navy photographic unit with the rank of CDR. He filmed the take-off of the Doolittle raiders from the carrier *Hornet,* and was wounded six weeks later while filming the Battle of Midway. **Gene Kelly** enlisted in the Naval Air Service in 1944, was later commissioned and assigned to the U.S. Naval Photographic Center, where he produced a number of documentaries. **Jack L. Warner,** the head of Warner Brothers Studios, was commissioned a LCOL in the USAAF, and **Joshua Logan** served as intelligence officer and public relations in the 405th Fighters Gp. (Europe). Warner commanded the AAF's First Motion Picture Unit, whose members included CAPT. **Ronald Reagan,** 1LT. **William Holden, Lloyd Bridges,** and **Leslie Nielson.** The Walt Disney Studios drew many of the emblems used by our armed forces units in WWII, including those of the WASPS, the Flying Tigers, the Seabees, and the PT-boats. **Robert Altman,** the producer of the 1970 movie, *M*A*S*H,* flew 46 missions as a bomber pilot for the AAF in Borneo and the Dutch East Indies, while director **George Roy Hill** was a USMC transport pilot in the South Pacific. We can't forget director **William Wyler,** who enlisted in the AAF, and went to England as a major. Wyler flew five combat missions to get footage for his great B-17 epic, *The Memphis Belle.* Later he produced the movie, *Thunderbolt,* about P-47s in Italy.

While researching this article, the author found several other actors who were connected with aviation arms, but in what capacity is not known. These include **James Daley, Arthur Kennedy, Burgess Meredith, Mort Sahl,** and **Dick Van Dyke,** all of whom served in the USAAF; and **Richard Attenborough** and **Peter Sellers** in the RAF. According to publicity information, **Charles Bronson** flew as a bomber gunner, but actually he was a truck driver for the 760th Mess Squadron at Kingman Arizona.

There you have it, movie fans. In closing I should mention that the above account does not include movie industry notables who joined the other services, or those who might have served, had they not been classified 4F or 4Y*. It is also apparent to the writer that little information is readily available on this subject. Much of this article was painstakingly extracted from *World War Super Facts,* by Don McCombs and Fred L. Worth. It is readily available both in hard and soft cover from area book stores.

*4Y — **Bob Hope's** suggested draft classification. He claimed the "Y" stood for "yellow".

Col. James Stewart receives the Croix de Guerre from LGEN Martial Valin, Chief-of-Staff, French Air Force (USAF via *Eighth Air Force Album*)

MADE IN MICHIGAN
PLANE PORTRAITS BY PAULEY

THE MEYERS (A & W) DART

In this issue we follow the history of the Meyers Aircraft Company as it moved into the post-World War II era. In the late 1930's Al Meyers had designed the Meyers OTW, a successful bi-plane trainer, of which 102 had been built during World War II. It was obvious to Meyers, however, that the post-war pilots would demand more sophisticated aerial transportation than an open-cockpit bi-plane. As the war drew to a close, Al began working on a new design to meet these requirements, but it needed more development before it would be ready for production. In 1946, however, the immediate problem for Al Meyers and his small company was how to keep his skilled work force busy until the new design was finalized.

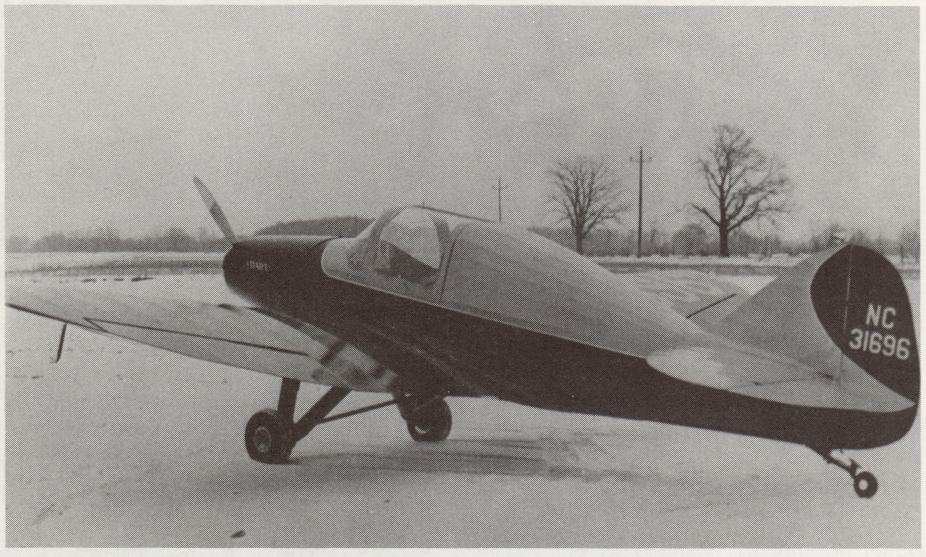
Reviewing the capabilities of his employees and the plant facilities, it was obvious that they were most skilled in working with sheet aluminum. Thus the Meyers Aircraft Company went into the aluminum boat business. Al designed a small sport boat that soon became a best-seller. One example of Al Meyers' ingenuity was his modification of the hydraulic landing gear from a B-24 bomber to fabricate a press, which was used to form the compound curves in the aluminum skin of the Meyers boats. With employees skilled in riveting and helium-argon welding, Meyers produced a high quality product which earned a good reputation among boaters. Many thousands of these boats were produced yearly in the Tecumseh Plant, and were sold under a variety of nameplates throughout the country. This activity, as well as building aluminum cabs for surplus Army jeeps, kept the plant in operation while Al developed his new post-war airplane design.

In late 1946, Al Meyers was contacted by two businessmen with a proposition that would keep his employees active in the manufacture of aircraft. One of these was Ray Applegate, who has been active in aviation since learning to fly in 1917. In 1939 he had designed and built the Applegate Amphibian, a design which appeared to have great sales potential just prior to World War II. The prototype and the design rights were sold to Piper Aircraft in 1940, but apparently Piper lost interest in it, because nothing more came of the venture. During the war, Applegate had purchased the assets of the Culver Aircraft Company, located in Port Columbus, Ohio, including the rights to manufacture the Culver Dart. After the war Applegate joined forces with Romer Weyant, from Elkhart, Indiana. They formed the Applegate & Weyant Engineering Co., with the intention of building the Dart for the expected post-war private aviation boom. The two partners had everything required to enter the aircraft manufacturing business except a factory in which to build airplanes. It was at this stage that A & W Engineering Co. contacted Al Meyers. Would he build Darts for them in his plant in Tecumseh? Al was eager to accept because, not only would it be a source of additional income, but it would also keep his employees active in the aircraft manufacturing field. Thus an agreement was signed, and in 1947 the Meyers Aircraft Company started to build A & W Darts.

The Dart was a most attractive low-wing, two seat, side-by-side design dating back to the early 1930's. The original design was the brainchild of the noted aeronautical engineer, Al W. Mooney, who at that time was Chief Engineer of Lambert Aircraft Corp. in St. Louis, Missouri. Mooney had earlier designed the popular Alexander Eagelrock bi-plane, and after that, the Alexander Bullet. While at Lambert, he had been instrumental in getting the Monocoupe into production. He had also designed and built a low-wing, two place, side-by-side open cockpit airplane that created a lot of interest. The prototype was later converted to an enclosed cabin configuration which was named the "Monosport G". In early 1935, Clare Bunch, President of Lambert, released a press announcement which stated that the new design would be in production by October, 1935. However, Lambert Aircraft Co. had encountered numerous financial problems about that time, and as a result, none were ever built. Soon after that Al Mooney left the company, having purchased the design and manufacturing rights to the "monosport". With the help of Knight K. Culver, he formed the Dart Aircraft Company. They established a manufacturing facility in Port Columbus, Ohio, to build the airplane, now known as the "Dart G". Later, in 1939, the company was renamed the Culver Aircraft Company. Production of the Dart came to an end after 59 examples had been built. This time Culver and Al Mooney had moved to Wichita, Kansas, to manufacture a new design, the Culver Cadet.

The Dart was powered by a variety of small, 5-cylinder radial engines, including the 90 hp. Lambert R-266, the 90 hp. Ken-Royce (Le Blond), and the 90 hp. Warner Scarab. The Detroit-built Warner engine eventually became the Dart's most popular powerplant. The most outstanding characteristic of the Dart was its wide-chord, very-low aspect ratio wing, which provided good lift and exceptional maneuverability. The wing had an elliptical planform, and was a full cantilever design with no struts or wire bracing. The span was only 29' 6", and the total wing area was 146 square feet. The Dart was 18' 8" long, 6' 1" high, and had an empty weight of 940 pounds. At a gross weight of 1540 pounds, the Dart had a cruising speed of 118 mph, a top speed of 131 mph, and a landing (stalling) speed of 46 mph. Twenty-five gallons of fuel were carried in the two wing tanks, giving it a range of close to 500 miles. The cost of a Dart was $3900 at the factory, in pre-war dollars.

After Applegate & Weyant had decided to build the Dart, they next spent time and money to modify the design into a more up-to-date configuration. The first priority was to select a new engine, because the small radial engines used in the pre-war Darts were no longer in production. As a result, the Dart was re-engined with the six-cylinder, air-cooled, horizontally-opposed

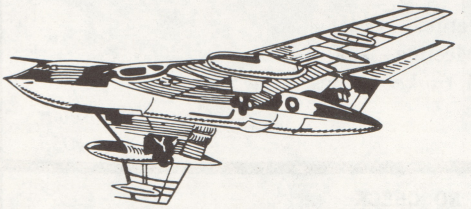


The Applegate & Weyant Dart, built by the Meyers Aircraft Company in Tecumseh, Michigan, during 1946 and 1947. (Photo from the R.F. Pauley Collection.)

Continental A-100 engine, producing 100 hp. This engine required a complete redesign of the cowling from the firewall forward, which gave the Dart a much sleeker and more streamlined look. In addition, the new cowling was approximately five inches lower than the old, round engine cowl, which provided inproved visibility over the nose. Other changes included the use of lift-up, hinged cabin doors (earlier Darts had no doors, and used slide-down side panels for entry), and smaller 6.00 x 6 wheels (compared with 18 x 8 x 3 tires on earlier types). Finally, the battery was relocated behind the seats in order to maintain the correct center-of-gravity location. These revised Darts were still built under the original type certificate, ATC 674.

It was this revised version of the Dart that Meyers built for Messers. Applegate and Weyant. Twelve of these craft were built by Meyers in 1946 and 1947. Their serial numbers continued the numbering sequence used on the earlier Darts. These new models carried serial numbers 60 through 71, and their official designation was the Applegate & Weyant "Dart GC". During the period that the Darts were being built, the parent company underwent a variety of name changes, including "Applegate & Weyant Engineering Co.", "Dart Aeroplane Company" and finally, the "Dart Aircraft Corporation, a Division of Muller Industries, Inc.", with offices originally in Elkhart, Indiana, and later in Quincy, Michigan. The company also entertained the idea of selling the Dart in kit form for assembly by the owner, but that idea was never approved by the FAA. They did, however, manufacture some engine mount conversion kits that enabled owners of pre-war Darts to convert from a radial engine to the newer Continental A-100 models. A & W also resurrected the A-3 Clipper amphibian that Ray Applegate had designed back in 1939, with hopes of placing it into production, but this project never progressed beyond the talking stage.

Since the projected post-war light plane boom never materialized, the Dart Aircraft Company did not order any more machines from Al Meyers, which signalled the end of Dart production at the Tecumseh plant. By the end of 1947, Al Meyers had completed the development and testing of his new design, the Meyers 145, and his plant was ready to commence production. That story will be told in next month's "Plane Portrait".



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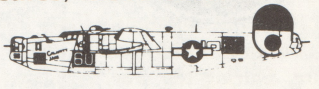

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COMING ATTRACTIONS

DECEMBER

15 - B-52 Squadron Meeting - 10:00 a.m. (WR)
17 - 81st Anniversary of Wright Brothers first powered flight
(All rise and face Kitthawk)
18 - Saginaw Valley (5th Division) Membership Meeting - 7:30 (SV)
19 - National Board Meeting - 7:30 (WR)
20 - Headquarters Explorers Meeting - 7:30 (WR)
25 - Merry Christmas

January 1985

2 - Headquarters Membership Meeting - 7 :30 (WR)
(Installation of Officers)
PBS-TV Ch.56 will show a documentary: Air Force One - The Planes and the Presidents; 8:00 p.m.
8 - Saginaw Valley (5th Division) Board Meeting - 7:30 (SV)
9 - Deadline for additions to agenda for January 16 National Board Meeting.
12 - Mid-Michigan (3rd Division) Membership Meeting 7:30 (MM)
15 - Saginaw Valley (5th Division) Membership Meeting 7:30 (SV)
16 - National Board Meeting - 7:30 (WR)
22 - Wi/Il (4th Division) Membership Meeting - (W/I)
23 - Mid-Michigan (3rd Division) Board Meeting - 7:30 (MM)
Deadline for items to appear in April *Yankee Wings.*

Stan Reich
YAF #055

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ADDRESS CHANGES

We try very hard to keep our mailing list up-to-date. When we are notified that one of you is not getting your monthly Magazine we check it out. There have been times when it has been our fault, (we are human, and volunteers, you know), but usually it is a matter of a change of address which we did not get.

Perhaps you don't realize we are mailing Third Class (to save money) and that Third Class mail is not forwarded by the Post Office. Those magazines, flyers and what-ever else we have sent you goes into the "Big round file" forever and you don't have your mail and the YAF has wasted about 75¢ or more.

Be sure to send us your change of address as soon as possible. Send it to:
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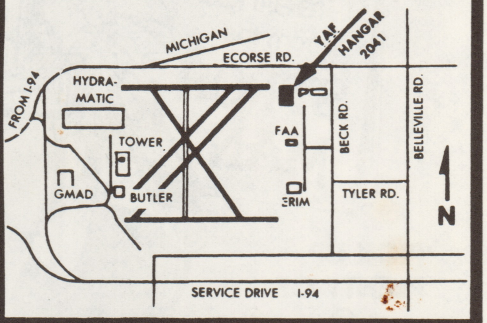
Attention: Membership

Thank You
Barbara Sutton
Editors Assistant

YAF HEADQUARTERS — WILLOW RUN AIRPORT



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